THE FINE ARTS.

Prizes of the Paris Exhibition-Preparing for the Medals-The Successful Competitors-Bent of Genius-The Schools, Modern and Ancient-Work of the French Artists-A Hungarian Prison Scene-American Productions and

Criticism.

Paras, June 2, 1870. It is now quite a long time since the Exhibition of Fine Arts was opened to the public; but I have de-layed until the distribution of medals awarded to the most meritorious artists should—by ratifying almost to the letter the opinions I expressed—have given me confidence to continue and to confirm the ninary remarks which I offered in my last conapprise the reader that these medais-forty in numare awarded by an elective jury of painters, the with the minimum interval of one year, to the same lals the artist is reported hors concours, havthat he has become eligible for the by the Emperor, who, at the closing of each national Exhibition which has been held during exhibition the Minister of the Fine Arts represents the Emperor in awarding the crosses—if there be

my first anticipations, as expressed in my letter of the 20th of April; for the works of nearly all those whose names I mentioned have either been re-warded by the medal, or their authors have belonged to the class hors concours, and decoi, to which we have just alluded. Among the atter are Brune, Dubufe, Giraud the elder, Bouge-Plassan, Wyld, Pasini, &c., and among the the younger, Tony Robert Pleury (son of the Academician), Zamacois, Saintin, Van Marcke, Vollemot, Regnault and the rest. The two very important works—almost the most important of this year=of Tony Robert Fleury and Giraud the younger, are the which attract the greatest amount of public attention, and they are the more interesting from the fact that the aims of the two young artists are so wigely different from each other. Equal manipulative skill—a skill hardly to be surpassed—is manifes in both; but we observe that Fleury has composed his picture ("The Sacking of Corinsh") while following some what the closely, according to our judg-ment, the rejected traditions of the classic school, and has had, we think, recourse, far beyond the ds of discretion, to that ever-recurring scholasuc poetical license of introducing the nude where nude is not only not wanted but actually out of place, out of character and unmeaning. painting is, nevertheless, a work of high merit, and neur, over and above the ordinary medal

The younger Girand, in his "Bird Charmer," has lowed a totally different route, and has devoted ing of what may be termed a poetic reality as com-pared to the poetic fiction of his rival. We prefer pared to the poetic fiction of his rival. We prefer the reality, and the rich gorgeousness of the coloring, the noble daring of those starting contracts of hue and line (which less skilfully treated would be unbearable), become here the strongest proofs of the powerful originality of the young painter, and would compel our admiration even were we disposed to cavil. We have heard with pleasure that her Imperial Righness, the Princess Mathide, has purchased this fine work, and that it will ornament one of the autons of her charming Parisan residence. In this connection it is a subject of regret to the lovers of arthere that the Psincess has ceased to exhibit her works, for her water color drawings of life-size figures were generally most deservedly admired, and the last time they appeared in public carried off a well-carned medal.

s last time they appeared in public carried on a li-carned medal.

Mi-carned medal.

We have said that technical skill and irreproachie manipulation are characteristic features of the ench school, and truly so; for every artist here lows how to paint, and most of them how to draw, alle fine coloring is rather a gift, an intuition, an a quality to be acquired by study. Still, the ench artists, on the whole, may be set down as corists. In a word, they have been well taught, at their works evince great study in the direction which we altude. But when we compare them to e Germans of the Munich or Dusseloof schools, we for to some of the Flemings, we are inclined to to which we allude. But when we compare them to the Germans of the Munich or Dusseloof schools, even to some of the Flemings, we are inclined to think that they fail to maintain in the higher and more intellectual aspirations of pictorial art the undoubted superiority they can claim as man pulators of color on carvass. Their works lack that profound observation of life and character for which the Germans are so remarkable, and they undoubtedly fail short in, or neglect to pourtray, that analysis of human feeling, as expressed by connectanace and attitude, of which the more thoughtful Germans infuse so large a portion in their works. There never has been a French religious painter who appreached the tender piety of Overbeck (the Bavarian), and there is not in the whole exhibition of this year a French picture comparable with the "Dernier jour d'un Condamné," by Munkacsy, a Hungarian:—"In Hungary, three days previous to the execution, the public is admitted into the prison to visit the criminal about to explate his crime; the money given by the visitors is destined to purchase masses for als soul." Nothing can surpass the intensity of feeling or the variety of expression deputed in the countenances of the personages of this composition. The dogged, semi-prond, yeddespaising resolution of the condemned man, the vague curiosity of one or two of the speciators, the unaffected pity of others, the half-rightened gesture of the child about to throw a coin lute the receptacle for offerings placed on the floor of the prison, the concentrated hate of another looker-on, perhaps, somewhat black, and the work, as a whole, may be deficient in that exquisite execution often found in panntaings of the French school of minor merit; but what a triumph of mind is here!

There are other works of a similar class in this year's exhibition, and I shall allude to them in a subsequent notice. Meanwhile let me point out a marvelious piece of brilliant color in Regaault's "salome the Dancer helding the basin and the knife ready for the de

ing hues of evening by Renic, who must have found some of his inspiration in the "unknown's" beautiful lines:

This is the time, as witty poets tell, when Phobous into Thesis' bosom fell; She blush'd at first—then put out the light, And draw the modest curtains of the night.

A splendid portrait is exhibited, as usual, by Mile. Jacquemart (medalled also) of Marshal Courobert—perhaps the best portrait in the exhibition; and near to this an exceptionally fine work from the hand of Hebert, the director of the French Academy at Rome—"The Morning and Evening of Lite," as expressed by a Roman peasant girlleaning on the margin of a well, in all the bloom of vigorous youth, and looking you proudly, perhaps disdainfully, in the face, while close by a seated a poor old crone, with eyes already dimmed by age and a sunken check, too plainly denoting that she has indeed attained the "evening of life," and is fast sinking "into the black cave of eternal night." There is power and mind in this noble picture. It might perhaps be more Raffaeleaque in drawing, but its color is a masterplece of rich harmony none the less pleasing, and certainly more impressive, from the general subdued tone which pervades the whole. Altogether it is one of the finest works in the salom.

It is but a thankless effice to write censorious criticism, and i should always prefer remaining silent in cases where I could only disapprove, to the painful task of pointing out giaring defects. Perfect nullity, as unworthy of notice, will always escape any remark from us; but where considerable talent is found blending with gross faults, or, still worse, where talent is between don't have been entired the veneta, the Pisses and others of high worth—Mr. Yoon, whose splendid works in days not far gone by were the admiration of all, and now take arst rank in the galleries of Versallies by the side of the Verneta, the Pisses and others of high worth—Mr. Yoon, whose splendid works in days not far gone by were the admiration of high worth—Mr. Yoon, whose splendid wo

most remining us of its one of those maring, many colored, naif pictorial and half advertising droj scenes which are often let down between the acts of muor theatres for the amusement of the public and the benefit of traders who wish to puff their wares and who, of course, like the owner of the canvas in question, nave to pay handsomely for the same.

Mr. Yoon is, or at least was, a man of very greatelent, the has given understoned the proof of it, and the proof are of easy access; and therefore he has given under the right of comparing Mr. Yoon with himself and telling him that he is capable of better things and that he ought never to have prostituted his solities by the production of such an unsightly daub as his "Etats Unis d'Amirique." No. 2,974. What can be meant by the two yibbers in the far bloody distance. The thirty-four States are typified by as many vapid smiling, smirking young ladies in multicolored inangeresses, and the emigrants by three or four young women in carts drawn by dxen, just over the head of the "Great River" extinguishing his torch. We are at a loss to divine what is taking place on our right, where a handsome, well dressed young gen teman in boulevard costume of Southern gray it looking amitably at a sprawling amiable negro, who seems as if he were cut out of brown Windsor soap with a little lather upon him here and there. After every endeavor to discover some redeeming qualities in this huge chose of ugly form and glaring for its general drawing of form this picture presents and easo only conclude these of a sign board. We are, alas! not writing in jest, but in soher sadness and can only conclude these to us most distressing remarks by expressing the hope that Yoon's No 2,074 will not eventually be placed side by side with such noble works as Dubule's "Enfant Prodigue and many others of equal merit in the same galiery for we have been told that such was its destination.

THE WHARVES AND PIERS AND CITY TRANSIT

TO THE EDITOR OF THE HERALD:-I, in common with all property holders in the city. corded in the money market to the first issue of "dock bonds." Had the Department of Docks been authorized to issue quadruple the sum the whole amount would have been taken at the same premium. ment's disposal. I learn that they have appointed certain members of their body "district inspectors," whose duty is to be the survey of our whole water front and the estimate of "repairs" required, as a

preliminary to further action.

As a member of the body politic and a taxpayer I protest against the word "repairs." What this great city requires is an entire new system of dockage, and this obnoxious word seems to imply that the old nuisances are to be continued, with merely the patching up actually necessary. It is to be hoped sincerely that this implication is an error, and that the "Department of Docks" is not to be a "job" simi-lar to those with which our city has been cursed for

the "Department of Bocks" is not to be a "job" similar to those with which our city has been cursed for so long a time.

I trouble you with these remarks as a preliminary to the statement of a crude idea I entertain as to the blan that should be adopted to make our dockage worthy of our position as the great commercial centre of the New World. New York city to-day is more weathy than Loudon, the acknowledged than-cial centre of the world; and while it is able to pay, without grumbling, twenty millions a year for city and county taxes it surely will be willing to disborate double that sum in ten years to secure wharrage for its immense shipping trade, that will not only be an ornament to the city, but increase the value of commercial property tenicial.

The plan that, in the rough, I am about to propose for the consideration of the Department of Docks, through your influential columns, is, in brief, as follows:—

Nearly all the slips between our present wooden piers, as high up as Tenth street, on both rivers, are more or less filled up with sewage and the deposits of the current. My flea is that the builkhead line should be placed 100 feet further out than it now is. On this new line a solid, stone seawall should be built, entirely surrounding the city as high up as Thirty-lourth street on both rivers. Inside of this should be built a discharge sower, which would receive the entire sewage of the city and empty it below the Battery, in the same manner that the

trade,
The new ground gained by the advancement of the bulkhead ine might and should be utilized in the solution of the great question of passenger transport between the extremittes of the city. An elevated rational, built on arches (which arches should correspond, especially, to the entrances of the piers, and be so constructed as not to interfere with the reception and delivery of merchandise to the shipping, should be established around the entire cary. The cars on this railroad should be run by steam, and at every five blocks in the upper part of the city cross-town lines, run by horse power, should connect with it, the tickets purchased on the horse cars entitling the buyer to a through passage by the steam

Train.
The details of this plan form a very simple pro-

The details of this plan form a very simple problem in engineering, and it seems to me to adord an easy solution to the vexed questions of the day—viz., dockage that shall be an ornament as well as a convenience to our city, and speedy transport to and from the upper and lower portlons of the island.

The total cost, including the railroad, of this grand improvement, I am creately informed by practical engineers, would not exceed fifty millions of dollars; and I am well satisfied that the inerchants who now own dock property would not only obserfully pay the assessments that would be laid upon them, but hall the change as a great blessing. Taxpayers generally would make no objection; on the contrary, they would consider it money in their pockets. People who pay without growing seven and a-half milions for a Court House that should have cost only two millions will never complain of the amount spent in a work as absolutely requisite as this. The Department of Docks, I understand, is authorized to spend three millions a year. Let them apply it as I have suggested; and, instead of two or three years, they will hold office for ten or twelve, or until the great work is completed. The railroad and piers should always remain city property—a source of Income the extent of which can hardly be calculated.

THE EX-MINISTER TO SPAIN AT HOME.

Remarks of Hos. John P. Hale on his Resurs John P. Hale, late Minister to Spain, delivered the following remarks on the occasion of his reception by his fellow citizens in Dover, N. H., on the 15th

by his fellow citizens in Dover, N. H., on the 15th inst:—

REMARKS OF MR. HALE.

FRIENDS AND FELLOW CITIZENS—There are times and occasions when a full heart does not find easy utterance for its deepest emotions, and even stlence itself seems to be its most appropriate expression. Such, my friends, is my present condition when I attempt to express the feelings which your reception of myself, so generous and so unanimous, has awakened within me.

After an absence of five years in foreign lands, having seen much that was new, strange and interesting, I have at length returned to my native country, and after expressing my thanks to that Divine Providence through whose blessing and protection we return where so many familiar faces that would have met us, I am sure, with a kind and friendly greeting are missing, never more to meot us here, permit me to express, as well as I may for myself and family, my sincere and neartfelt thanks to each and every one of you for the cordula and hearify greeting with which you have met us on our return.

I am grateful to you beyond expression for this reception, and especially so as it is not a party affair. Leaving politics to their appropriate sphere, you have come to give a cordial and hearify greeting to one who long has lived among you, a felow citizen and townsman, and in all sincerity and earnestness let me assure you that it is a feature which gives to this meeting its greatest value.

Since I last stood in your midst I have visited many lands and witnessed strange and startling events that have now become nistorical. Govern-

this meeting its greatest value.

Since I last stood in your midst I have visited many lands and witnessed strange and startling events that have now become nistorical. Governments have been overthrown and revolutions broken out in the midst of the very streets where my lot has been cast, and the Spanish monarchy, our early friend in the revelution, has ceased to fill a place among the nations and exists only in the annals of history.

Surrounded by all this turmoil and excitement my eyes have turned longingly towards the green pastures and tranquil scenes of this, my old home. Dearer to me is the view from old Garrison Hill than the Rhme with its castles or the snowy mountains of Switzeriand, and the wildest, grandest scenery of earth does not present a spectacle to the eye of the beholder that so astonishes it as the quiet and peaceable absorption of more than a million of armed men into the walks of private life-at the termination of our late war.

Here have I returned, hoping to regain in my native air the health which has been somewhat impaired by my long residence abroad, and here, among my old friends and neighbors, I desire to pass the remainder of my,days, and for no office in the gift of the President or people would I exchange the heartfell satisfaction which this, your reception, has anorded me.

THE EASTERN QUESTION.

The Turkish Difficulty with Egypt-Its Reported Arrangement by Foreign Mediation-Royalty, Marriage and Freemasonry-Americans in the Egyptian Service—Turkish Opinion of Mormonism-The Porte and Persia.

The Egyptian question seems now to have been arranged amicably with Ismall Pacha, the Knedive or Viceroy. This is, no doubt, due to the private advice of the British and French governments, which are averse to any open rupture between the Porte and its vassals. It is now said that the son and heir of the Viceroy will soon visit this capital and be affianced to his cousin, Naslee Khanum, the very beautiful daughter of Mustapha Fazil Pacha, brother of Ismail Pacha. In this manner, if the son so will the daughter of the brother, who has lost his tan on Ismail Pacha, the eldest of the family of old Menemet All Pacha, the founder of the present Egyptian dynasty, Halim Pacha, the uncle of both all and Mustapha, now here in exile from Egypt, has been extremely desirous of returning to Cairo, where he possesses the splendid palace, &c., of Shubia; but circumstances still are unfavorable to his wishes, and he has decided to visit Paris and Lon-

wishes, and he has decided to visit Paris and London and spend the coming winter in Spain or Algiers. He has refused the post of a member of the Privy Council of the Council offered him by the Sultan. He is not wealthy, and the place would have given him a salary of nearly \$20,000 a year. He is, however, a gentleman of very moderate expenses, and has preferred, for the present at least, to spend his time in visiting some portions of Europe. He is very highly esteemed here by all who know him, and especially by all those of the Masonic order, he being the Provincial Grand Master of Masons in Egypt.

The local papers here make occasional allusion to the employment by the Viceroy of Americans in his army, and various remarks are made by all of them. The Levant Herald was always favorable to the Viceroy or to them. This paper is generally unfortunate in the side which it takes. It was extremely hostile to the Porte during the Cretan insurrection, in the view of increasing the number of its Greek subscribers. That affair having terminated contrary to the expectations of the latter, the Levant Herald changed its tune, and no other paper has been more severe than it on the subject of the late sad affair of the Greek brigands. It was very intimical to the government of the United States during the late civil war, and has always belatored the Khedive, secundum arem estiorialum, without, however, succeeding in extracting a penny from his treasury. It is not allowed to enter Egypt, where it might otherwise have had many subscribers. Notwithstanding all this it is an excellent paper, inferior to none other of this capital. Its news is not always infallible, and its remarks about the Viceroy and the Americans in his service should be subject to a rew days at least of quarantine and a strong fumigation.

and the Americans in his service should be subject to a few days at least of quarantine and a strong fumigation.

It is not believed that any of these Americans have, as it states, renounced their citizenship or have been subjects of the king, as reported, though it may be possible that they have taken an oath of loyalty to the latter, as a matter of form. There is no war, nor, indeed, any prospect of one, between the Vicercy and his own legitimate sovereign, and it is not supposed that an American citizen forfeita his nationality because he enters the employment of a foreign government. Thus many Americans are surgeons, doctors, engineers, professors, &c., of foreign governments, and the principle is the same. At the head of those in the employment of the Vicercy is General J. Mott, of New York, and he enjoys the favor and respect of the Sulkan to an eminent degree. The Sultan has conferred upon him the Decoration of the Majldich of the Socoad Class, one soldom given to others than kings, princes or statesmen of high rank. He is well known and highly esteemed by all the Sulkan's ministers, and no one regards his employment in Egypt as hostile to the Porte. There are also American citizens here in the employ of the Suitan, and it is not supposed that these have forfeited their nationality. Mr. Burlingame did not forfeit his. The question whether our government will always receive one of its own subjects or citizens as the diplomatic representative of another is a different matter, dependent upon the character of the individual and the relations existing between the two governments.

another is a different matter, dependent upon the character of the individual and the relations existing between the two governments.

The question of Utah and the Mormons attracts the attention of members of the Torkish government, and, perhaps, naturally enough for Mussailmans, they think that Congress should not interfere to refuse their admission solely on account of their system of polygamy. As the principle of the United States government is freedom of conscience, and as polygamy is a matter entirely connected with their religion, they think that it should be left to the dictates of expediency and public sentiment. Here few Turks have more than one wife, though each one is allowed by Islam law to have four. The enjoyment is an expensive one and tends to create domestic discomfort. All Jews are also allowed a plarality of wives, and if they do not in modern times have more than one it is for a similar cause. They are not, however, debarred in the United States from their full rights of citizenship because in practice they differ from the theory of their religious rights.

camp of Shumia, between Lama and Rustchuk, and meet there the Emperor of Russia, after which he will proceed to Russia and be present at a review of the Czar's crps & armée. Whether this meeting of the two sovereigns—supposed to be always hostile to each other—actually occurs or not, the rumor shows a friendly state of feeling between them at the present moment.

the present moment.

The Sultan's oldest son is to be circumcised in a few days, together with some 10,000 or 15,000 other young Moslems.

The Persian Question-Religious Pligrimage of the Shah-Sect Divisions of Mohammedanism—Special Turkish Mission to Bagdad by Sucz-Christianity and Specie Colange— Ex-Royalty from Europe—Material Pro-

gress. CONSTANTINOPLE, May 25, 1870. Pessimists have been sounding their alarm notes pretty loudly during the last week, owing to a ques tion which has again arisen between Turkey and Persia, and which the croaking of the alarmists gives out to the world as another dark cloud gathering on our southeastern frontier. It would appear that a party of lawless Turcomans, who, in the matter of nationality, are neither, flesh, fish nor fowl, crosssed the frontier in the neighborhood of Bagdad, and, as usual with them, after plundering several Turkish villages, they recrossed into Persian territory. The Governor of Bagdad, Mithdath and to prevent as far as possible the repetition these Turcoman raids, sent Suleyman Pacha with 5,000 men to occupy certain passes of a disputed belt of land separating Turkey from Persia. Now, as by the last arrangement concluded between Turkey and Persia, through Russian and British interven and Persia, through Russian and British intervention, regarding the disputed frontier question, it was agreed that matters should remain in status quotill the final settlement of the delimitation of the border. The government of Teheran deciared this act of rigor of Mithdati Pacha to be a violation of Persian territory, and instructed the Shah's ambassador here, Mirza Hussein Khan, to protest against the act and to demand the withdrawal of Suleyman Pacha with his troops from the contested belt. To this protest Ofaly Pacha very wisely replied that he would at once telegraph to Bagdad for information, on receipt of which ne would answer the Persian note. Before the full details and information can be obtained the Turkish troops will, in all probability, have returned to Bagdad, and there the matter will rest till another party of Turcomans think proper to go out foraging again at the expense of either Turkish or Persian lands, as the case may be.

So true is it that the two governments do not themselves apprehend any very serious complication from this affair that the Shah has officially announced to the Porte his intention of visiting the holy surne of Kerbella, situated some miles to the south of Bagdad. As you are no doubt aware, Mahommedans are divided into two great sects—the Sunnies, who venerate the Imam Omar as the only legitimate successor of their prophet. The Persians are Shytics, and as such are expected to perform at least one pigrimage in their lifetime to the shrine of kerbella, where the Imam Hussein lies buried. Shah Nasser Eddin, therefore a, a Shytic chief, feels bound to perform the required pligrimage, and, as stated above, has officially announced to the Porte the Imam Hussein lies buried. Shah Nasser Eddin, therefore a, a Shytic chief, feels bound to perform the required pligrimage, and, as stated above, has officially announced to the Porte tates the Shah will travel with a large suite, and, in all probability, will have at least, 3000 persons in his retinace. tion, regarding the disputed frontier question,

tates the Shah will travel with a large suite, and, in all probability, will have at least 3,000 persons in his retinace.

The Sultan, in order to welcome his cousin and neighbor with due honor into Tunkish territory, is sending direct to Bagdad, via the Suez Canal, a special steamer—the Rabi—with all necessary furniture, carriages, &c., and his splendid sliver and gold service for the Shah's use, while kennal Effendi, formerly ambassador at Berlin, has also received orders to proceed to Bagdad to represent his Majesty. All these civilities will of themselves go some way towards quieting the recent misunderstanding regarding the frontier question. The Sultan also is said to be meditating, not a pligrimage, but an excursion to the military camp at Shuning, to review some 30,000 men. It is supposed that the admission of Christian soldiers into the Turkien army will be publicly announced subsequent to this visit.

Another very important measure decided upon is

Beshlick coinage, a base standard copper and silver coin, not worth a fourth of its nominal value. A special lean of £280,000 at eight per cent has just been concluded for this purpose. The treasury will be a great gainer by the recall of this spurious coins as it can hope to receive the government takes in teach, which can be paid in to the banks without a heavy discount.

heavy discount.

We have been visited this week by an ex-King, in the shape of the Re Bombino of Naples, and an expectant king in the person of the Count of Paris. These two "throne-waiting personages" have been not a little stared at here, more on account of what they are not than what they are. Some good carriages were put at their disposal by the Palace, but no other notice was taken of them by the authorities.

by the Palace, but no other notice was taken of them by the authorities.

No commencement of railway works to announce to you again this week. What the hitch may be not be seens to know; but hitch there must be not the men paid would not be allowed to go about with their hands in their pockets. In a week more the second drawing of the loan prizes will take place; that part of the programme is at least being carried out. It would be greatly in favor of the loan if one of the large prizes were to fall to the abare of some locally known person—the poorer the better. All would then wish to hold a chance for the next issue of prizes, and the serip would certainly go up above par from four to five per cent discount, at which it stands at present.

A very good project on the sapis, if properly carried out, is the proposal made by Mustafa Fazil Pacha to transform the Suitan's steam company, the Fevalde Osmanich, into a Turkish navigation company by shares on the system of the French Messageries. The shares would be placed easily if the administration were put into European hands, but I doubt anybody's venturing his money in any concern managed by Turks only.

ANOTHER "PROFESSIONAL" HOMICIDE.

Wolff, the Medical Malpractiti

Morgue over the remains of Miss Henrietia Ulimann, who recently died at the house of her slater, No. 517 struments upon her to accomplish his nefarious pur Regine Hermann, a sister of deceased, late of No.

517 East Twelfth street, but now living at No. 270 as domestic in a family named Harris, East Bightcenth street; on the 28th nlt. deceased complained was the matter; she wanted to remain till she re-covered her health; on the 2d inst. deceased requested the witness to go for Michael A. A. Wolff, of No.
182 Seventh street, which she did; the doctor
came immediately, and found his patient lying
in a dark bedroom; the witness wanted
to get a light, but Wolff said he did not want a light and requested her to leave the room; Wolff left in ten minutes, after which deceased was seized with severe pains, which continued for two or three severe pains, which continued for two of three hours; early the next morning Wolff returned to the house and spoke to deceased in her room in a low tone of voice; he left in five minutes, and, being asked by the witness what was the matter, said that deceased had an accumulation of blood, but would soon be over it; Thursday night deceased had severe pain, and the following day, suspecting something wrong, the witness asked deceased what was the matter, and she replied, "Nothing; I am only playing sick;" the witness repeated the question several times during the day, but without receiving satisfactory answers; towards evening the witness went to see Wolf and asked him why he did not tell her in what condition her sister was; Wolff replied that deceased came to him about a month previous and said she was at service at \$14 Third street, at the house of a Mr. Strauss, and in the house a brother of his resided; that he was the cause of her trouble, and requested him (Wolff) to give her medicine calculated to have the effect she desired; Wolff said that he gave her medicine; he told the witness she had better keep deceased at home, as she would soon be over it; on the following Tuesday deceased went out, and, returning soon afterwards, said she had been to see Dr. Wolff, who told her she was all right now and would soon be able to be about; he told her to put cold water on her abdomen; deceased, however, instead of getting better, grew worse, and Dr. Rupprecht, of 72 Seventh street, was sent for and prescribed for her; but deceased gradually grew worse and died the next morning; on the 3d instant, when Wolff called to see deceased, she told her to give him three dollars; Wolff gave deceased and medicine the first time he called, but took it away with him the next day.

Louis Rupprecht, M. D., of 72 Seventh street, deposed that on saturday at noon he was called to see deceased, and found her in high fever, and exhibited in the symptoms of uiero-peritonitis, and prescribed for her accordingly; learning the history of t

The accused, who is in the Tombs on another charge of murder, was also held to answer for caus-ing the death of Miss Ullmann. She is twenty-ing years of age and a native of Germany. By advice of counsel the accused decuned making any statement

BLOODY WORK ON THE BORDER.

Wholesale Homicides in Kansas City. Mo.

Wholesale Homicides in Kansas City, Mo.

(Kansas City, Mo. (June 13) correspondence of the Missouri Republican.)

Within the last twenty-four hours a catalogue of murders has been enacted in this city, which has resulted in the death of three men and the wounding of others. Saturday night three men got into a dinicuity on Independence avenue, the result of which was that a man named Mason was struck over the head with a rock thrown by a man named Williams, and another man named Wodden was shot by the same Williams. Mason died this morning, and Wodden is in a very critical condition. The murderer is in juli.

Yesterday afternoon Jim Hall, a noterious human butcher, at a beer garden, stabbed Timothy Hanlin in the neck. Hanlin died in fifteen minutes, and Hall is in the lockup. This makes the eighth serious stabbing afray in which Hall has figured, and for a while it was feared that he would be lynched on the spot of the murder.

Last night a man named George D. Campbell, from the South, was murdered by some unknown party and his body thrown upon the track of the North Missouri Rallroad. Passenger train No. 6 ran over the body and completed the work of disfiguring and mangling.

At Independence, yesterday, Sol Fisher and

mangling.

At Independence, yesterday, Sol Fisher and George Miller got into a personal difficulty, which resulted in Miller receiving stabs which, it is feared, will end fatally. Fisher net and is still at large.

Marder and Lynching in Ashley, Mo.

In the town of Ashley, Mo., on the 13th inst., Miss Abbie Summers, a daughter of Nathaniel Summers, of Quincy, Ill., was stabbed three times and killed instantly by a man named Ambrose Coc. Coe, on being arrested, begged the people to hang him at once to a tree. Miss Summers has been living in Ashley for some time, and was highly esteemed as a fine and talented young lady. Coe was formerly from Galesburg. Coe, while being taken to just, was lynched. Coe was engaged to marry Miss Summers, but owing to his actions of late she discarded him, and had forbidden him coming to see her at all. He has threatened to ktil her before, and has now carried his threat into execution.

PROGRESS OF COOLIEISM IN MASSACHU-SEITS.

The Orientals Prove Remarkable Adepts in Learning the Alphabet-The Old Yankee Lapstones "Pegging Out."

Learning the Alphabet—The Old Yankee Lapstones "Pegging Out."
[North Adams, Mass. (June 15) correspondence of the Boston Advertiser.

The Chinese shoemakers have had another holiday to-day, time being found necessary to complete the preparation of their quarters and for rest from the fatiguing journey. They have been busy in many ways, some washing out clothes, some learning the English language, some studying arithmetic in the calculating machines they have brought with them. One rapid learner who did not know a single letter yesterday has mastered the alphabet perfectly. The Chinese foreman has visited the stores with Mr. Sampson's foreman, made many purchases of dishes, shirts, &c., has not been molested by the Crispins, and has been very heartily welcomed to town by many citizens. The instructor engaged by Mr. Sampson to teach the new hands, a veteran shoe manufacturer from Springheid has arrived, and proposes to begin his task to-morrow. He had been in town but a isw hours, when he was accosted by strangers, one after another, and warned with various significant hints that it would be well for him to desist, and was told that money might be made by going home. He is a man of some obstinacy, however, and not likely to be either frightened or bribed away. Otherwise the Crispins have not crispins, who think they see cause for alarm in the introduction of "slaves," as they call them, fearing a decrease of trade by the Chinese habits of cheap living; but the better class of residents ananimously approve Mr. Sampson's movement as made necessary by the outrageous conduct of the Orispins, and express confidence that they will give no trouble if weil treated, but harmonfac with New England community.

MERICAN STEAMSHIP INTEREST.

Proposed Establishment of Lines Between Our Ports and Those of Europe and Asia.

Bills Before Congress Granting Subsidies to Companies-Lines to European, Australian, Pacific, Mexican and South American Ports-Provisions of the Several Bills-Names of the Capitalists Heading the Prorosed Companies-Prespects of Congressional Action.

has received some attention from the present Con-ress; but between the fears on the part of some nembers that beneath some of the proposed enter-prises lie big jobs, and a hesitancy on the part of others to act promptly, the prospects of accomplishing anything tangible are snything but lively.

Below will be found a synopsis of all the bills now pending in Congress for the establishment of American steamship lines:—

MR. CONKLING'S BILL.

bill to encourage the building of steamships in the United States, and to provide for the transportation United States, and to provide for the transportation of the United States mails to Europe by steamships built in the United States. This bill directs the Postmaster General to contract with the North American Steam Navigation Company of New York for the transportation of the mails between New York and Beigium or Bremen, touching at Plymouth, in England, and Cherbourg, in France, for a weekly service for a period of fifteen years, the postage money to be paid to the company, and the steam, ships to be exempt from all taxes or dues, State or national. The bili also provides for the safety

of passengers and the fulfilment of obligations.

Another bill authorizes the Postmaster General to contract with Francis Skiddy, J. Hathaway, Charles Luling, Lester M. Clark, C. M. Saunderson, Carlos Pierce, Isaac Taylor, George R. Sampson, J. Ken-nedy Smyth, David Gibson, Robert B. Earle, Charles A. Secor. Cornelius H. Bushnell, Thomas Scott, George W. Swepson, John B. Clark and Charles L. Frost, for a weekly service between New York and the ports of Queenstown, Liverpool, Plymouth and Southampton, and any one or more of said ports in the United Kingdom of Great Britain and Ireland, and between the port of New York and the ports of Hamburg or Bremen. The bill also provides, as soon as the navigation of Hell Gate is safe, that the said touch at Newport, in the State of Rhode Island, to receive and deliver the mails and passengers of and for the New England and other States and the British provinces.

THE COMPENSATION.

The compensation for the conveyance of the mail: is fixed at \$5;000 per voyage each way across the Atlantic, the contract to be voldable at the expira-tion of fifteen years from the commencement of the mail services by a joint resolution of the Senate and House of Representatives, of which one year's no-tice shall be given to the contractors. SENATOR PENTON'S BILL. Mr. Fenton, of New York, on April 4, 1870, brought

in a bill authorizing the Postmaster General to con-tract with William Ruger, Emil Ruger and Theodore Ruger, owners of Ruger's American Line to Europe, and their associates, for the conveyance of European and foreign mails of the United States between New York and Copenhagen and other Scandi-navian or German ports, touching at Southamp-ton, or Queenstown, or Havre, the number of trips to be twenty-five per annum, and the contract to be for 100 trips in four years, and to receive for every round trip \$15,000; but after the expiration

of four years they are to receive only the actual postage. In order to secure the construction or purchase of the necessary seagoing steamships the Postmaster General, in anticipation of the moneys to become due, is authorized to pay the parties over MILLION FIVE HUNDRED THOUSAND DOLLARS, the United States to take a mortgage on the vessels as a security, the parties to receive no further compensation, but the reduction of mortgages shall be made at the rate of \$15,000 per trip. The steamers are to be officered and commanded by citizens of the United States. The rights and privileges granted by the bill are not to be transferrable.

LINE TO INDIA AND CHINA FROM SOUTHERN PORTS.

Mr. McDonald, from the Committee on Post Offices and Post Roads, to whom was recommitted the bill to encourage the establishment of a line of steamsnips under the flag of the Union for the conveyance of the mails of the United States to European ports and ports of India and China by way of the Sucz Canal, and for promoting of emigration from Europe to the Southern States of the Union, and reducing the rates of ocean postage, reported an amendment authorizing the Postmaster General to onter into contracts with the Mediterranean and Oriental Steam Navigation Company of New York, a corporation existing under the laws of New York, with the following named persons as a Board of Comissioners—Joseph Medill, George B. Loring, contracts with the Mediterranean and Oriental steam Navigation Company of New York, a corporation existing under the laws of New York, with the following named persons as a Board of Comissioners:—Joseph Medill, George B. Loring, Horace Greeley, Eristus Brooks, at large; Addison P. Jones, of New York; Benjamin Mills, of New Jersey; A. G. Moulton, of Mississippi; J. O. Noyes, of Louisiana; William C. Wickham, of Virginia; E. E. Burniss, of North Carolina; Benjamin F. Loan, of Missouri; W. L. Trenholm, of South Carolina; M. L. Rice, of Arkansas; Allen A. Burton, of Kentucky; J. J. Hinds, of Alabama; Frank S. Davis, of Tennessee; William H. Gleason, of Florids; O. A. Lochrane, of Georgia; John S. Carille of West Virginia, and Nathan Patten, of Texas, and their successors, for the conveyance of the mails from New York, Norfolk, Port Royal or Brunswick, to ports of Europe, including Cadiz, Marseilles, Genoa and Trieste, and Port Said. in Egypt, and when the company shall navigate through the Suez Canal the Postinaster General is directed to constract for the conveyance of the mails of the United States to such parts of the East as may be agreed upon, the termination of such mail sorvice to be in Chima. The steamships required for the service shall not be less than 3,000 tons measurement. The service required shall at first be weekly, one departure every third week from Norfolk, and the other weekly departures from Port Royal or Brunswick and from New York, with provisious for the subsequent convenience of the mails semi-weekly from Norfolk, semi-weekly from Norfolk, and the other weekly from Port Royal or Brunswick and triweskly from New York, in whole or in part from one or all of said ports. The company are to receive the postal money on all mail matter conveyed oy their ships, and are to be exempt from all dues and port charges. Congress is empowered to reduce the rate of postage, without any right on the part of the company. The oil further provides for the safety and comfort of passengers.

A BIG LAND SUSSIDY.

ther provides for the safety and comfort of passengers.

A SIG LAND SUSSIDY.

In addition to the above provisions an amendment has been prepared by Mr. McDonald which is considered a part of the bill, and without which the original bill will be abandoned. In consideration of the construction of said scamships upon plans approved by the Navy Decartment from materials exclusively the production of the United States, there shall be granted and allowed to said commany, for each and every ton, carpenter's measurement, thereof, eighty acres of land from the public lands of the United States on proof being presented of the completion and fitting out by said company of any steamships constructed as a foresaid within the period of five years; and as a further consideration for the maintenance and education of the apprentices hereinafter required on said steamships the company shall be entitled to receive warrants for 40 acres of land from the public lands of the United States, to be located in the before named States and not elsewhere, for each and every apprentice educated and maintained annually. For each \$100,000 of bonds issued by any State, deposited in pursuance of the act, the Secretary of the Interior, upon notice of such deposit, shall issue to such State knewarrants or certificates of transfer for 100,000 acres of the public lands of the United States, to be located in any of said States and not elsewhere.

This scheme is particularly urged by Mr. Jewett, of New York. Senator McDonaid has also made an elaborate report in favor of it.

LINE EFWEEN SAN PRANCISCO AND AUSTRALIA.

On March 31, 1870, Mr. Cole introduced to the Senate of the United States as bill for the establishment of ocean mall steamship service between the United States and an elsewhere. A BIG LAND SUBSIDY.

States and Australia. The bill authorizes the Postmaster General to receive proposals for mail steamsinp service between the bort of San Francisco and
some port or ports in Australia and New Zealand,
touching at Honolulu, in the Sandwich Islands, and
ports in the islands of Feejee and New Caledonia, the
gervice to be performed monthly by first class American built sea-going steamers, and the contract to
be for the term of tweive years. No proposals are to be considered for more than
\$600,000 for the tweive round voyages per
annum, and unless the party or parties be a citizen
or cluzens of the United States it requires before
acceptance of the proposals that contracts must
have also been made containing similar provisions
with the other governments for additional subsidies.
The contract is to take effect January 1, 1871. In
case of failure of any voyage a pro rata deduction
is to be made from the compensation of such voy-

annul the contract general is empowered annul the contract provided the parties shoul underlet it without his consent. The steamship of the line are to be exempt from all port charwing and custom house dues at the port of departure of arrival in the United States. This enterprise urged by W. H. Welb, of New York.

ANOTHER BILL.

has also been presented to authorize the establishment of ocean mail steamship service between the United States and the Hawaiian Islands, and to etend the same to Australia. It empowers the Pomaster General to contract with the steamship company now carrying the mails between San Francist and Honolniu for an extension of their month service to Sydney, or Melbourne, in Australia, tone ing at the Feejee Islands and at New Zealand, at annual cost not exceeding ten years, under such restrictions at regulations as may seem advisable for the regulation in the Service.

LINE BETWEEN NEW YORK AND MEXICAN PORTS.

Mr. Kellogg, of the Senate, on March 18, 1870, it troduced a bill establishing mail steamship servin the Guif of Mexico, between the port of New Oleans Leans and the service in the Guif of Mexico, between the port of New Oleans Leans account of the required to the service of the service o

Mr. Keilogg, of the Senaic, on March 18, 1870, inetroduced a biff establishing mail steamship service in the Guif of Mexico, between the port of New Orleans, La., and certain ports of the republic of Mexico. The bill authorizes the Postunaster General to contract with William R. Garrison, James M. Molley, Francis R. Baby, Joseph C. McKibbin, William Creery and their associates, for the conveyance of the mails from and to the United States and to and from the republic of Mexico. The service to be semi-monthly, leaving New Orleans and touching at the ports of Tampico, Vera Cruz, Coslzacaicos, Tobasco, Laguna. Campeachy, Sisal and thence via Havana back to New Orleans. The contract to be fixed for ten years and shall not involve upon the part of the government of the United States an expenditure exceeding \$100,000 for the other five years. The Postmaster General is also authorized to pay to the within contract parties s pro rata amount of the subsidy for the first five years for any suitable yessel or vessels that may be placed as pioneers on the above route prior to the commencement of the contract service herein provided. This bill is strongly urged by Senator Gellogg.

On March 25, 1870, Schater Cole, reported some

strongly urged by Senator Rellogg.

SOME ARENDMENTS.

On March 25, 1870, Senator Cole reported some amendments to his oill of the previous December, "to increase the mail steamship service between the United States and China and Japan." The bill provides for an increase to a semi-monthly service. This company is known as the Pacific Mail Steamship Company, and as at present engaged in running a monthy line. In view of the proposed increased service the committee of the Senate has already expressed its willingness to proportionately increase the subsidy, and the bill will doubtless become a law.

law.

LINE BETWEEN NEW ENGLAND PORTS AND GREAT

Mr. Washburn, of the House of Representatives, introduced a general bill in January last constituting the Iron Sleamship Company, composed of John.

B. Brown, Harrison J. Libby, Samuel E. Spring, Rufus E. Ward, Woodbury S. Dana, Theophilus C. Hersey, Jonas H. Perley, George W. Woodman, J. K. Jewett, A. D. Łockwood, John M. Forbes, E. T. Tobey, Wilham F. Weld, William Cladin, George C. Richardson, George B. Upton, Alpheus Hardy, William B. Spooner, Charles F. Hovey, Nathaniel Thayer, and their associates, The steamships to ply between the ports of Boston, Massachusetts, and Portland, Maine, and Glasgow, Scotland, and Liverpool, England, Saliing from each port alternate weeks; the capital stock of the company to consist of 40,030 shares of \$100 each; the business to be transacted by a board of commissioners. The bill then proceeds to the details of organization and management. The government is to eater into an agreement for ten years and to guarantee the sum of \$300,000 a year, payable montaly, upon compliance with the requirements of the bill. The steamships are to be commanded and othered by citizens of the United States. The bill allows a drawback equal to the amount of the duty paid on the materials used in the construction of the ships, or should they be built exclusively of American material an additional subsidy of \$100,000 to pe paid.

LINE BETWEEN NEW YORK AND LIVERPOOL.
The same bill also constitutes A. A. Low, Moses-Taylor, Marshall O. Roberts, W. H. Aspinwall, Howard Potter, Charles Lubing, George W. Quintard, W. N. McCreaty, Herman Livingston, E. V. Leow, Charles Morgan and others as may be associated with them, a body corporate, &c., to be known as the American Iron Steamship Line, to run between the ports of New York, in the United States, and Liverpool. In England, touching each way at Queenstown, Ireland. The details of organization are the same as for the Atlantic Steamship Company, except the place of meeting of the board. The mails are to be

LINE PROM PHILADELPHIA AND BALTIMORE TO SOUTHAMPTON AND BREMEN.

The bill further constitutes John Edgar Thomson, James H. Orme, Airea Cope, John Tucker, William McMichaei, Henry Winsor, J. S. Fell, John O. James, John G. Breemer and Daniel M. Fox, of Philadelphia, and James Conner, Fitzgerald Booth, D. M. Hedges, Jr., J. Hooper, A. Schumacher, Thomas Whitridge, F. W. Brune, John Garrett, James Chester, Hamilton Easter and such others se may be associated with them, a body corporate, &c., to be known as the Transatiantic Iron Steamship Line, to ply between the ports of Philadelphia, Pa, and Baltimore, Md., in the United States, and these of Southampton. England, and Bremen, Germany, from each porthere being a departure each alternate week throughout the year. The details and subsidy are the same as the company above mentioned.

EINE FROM NEW ONLEARS TO EUROPEAN AND SOUTH AMERICAN PORTS.

The bill further constitutes John J. Roc, W. M. McPherson, James Harrison, Gerard B. Allen, John S. Phoips, George Knapp, Stillson Hutchins, W. McKee, Charles Deuzer, John S. McQune, Oháuncey J. Fliley, E. W. Gould, John A. Boffenger, O. St. Louis, Mo., and Charles A. Whitney, J. B. Ogleaby, L. J. Higby, S. B. Packard, Lafaryette Folger, A. Milenberger, G. W. West, Saunel Smith, C. H. Martin, O. E. Hall, George Fosdick, F. Dolnoude and W. M. Burwell, of New Urleans, a body corporate, &c., under the title of the Nortu and South American and

of Rio Janeiro, Brazil, touching at Havana, Cubai Mayaguez, Porto Rigo, St. Thomas and Trinidad in the West indies; Para, Pernambuco, and Bahta, in Brazil. The vesses, are to sail from each of said ports of arrival and departure twice in each month throughout the year. In other respects the bill does not majerially differ from the foregoing except in places of meetings of officers. The subsidy is also fixed at the same rate.

Mr. Hill, of the itouse of Representatives, also introduced a joint resolution deplaratory of the act entitled "An act to provide for an American line of mail and emigrant passenger steamships between New York and one or more European ports, "passed July 27, 1868. To facilitate and increase the mail and emigrant passenger services contemplated under the act the contract for the conveyance of the mails touching at Southampton may be to Bremen and to Hamburg, Germany, separately or both inclustively, the semi-annual payment to the company to be \$250,000.

and to Hamburg, Germany, separately or both Inclusively, the semi-annual payment to the company to be \$250,000.

Owing to the backwardness of Congressional business it will be some time before action can be anticipated on these bills. Nor is it improbable but that, owing to the delay in public business, this whole subject of stubidies will be postponed for the present. The parties who proposed these enterprises will urge action, it is understood, in hopes of bringing Congress to a sense of its obligations outside of partisan squables and to remind them of the necessity of taking some steps to revive our commercial interests.

MATRIMONY EXTRAORD NARY.

A Youth of Twenty Unites with a Widew of Seventy and Settles a Beard Bill.

[Prom the Pittsburg Commercial, June 13.]

A weaking occurred the other day in the town of Perryopoils, Fayette county, which surprised the natives and set gossipdom all agog. A youth of twenty summers, who until a recent period resided in Birmingham, made his appearance in the village above mentioned, and took up quarters at a boarding house kept by a widow lady who had attained her seventieth year. The Birmingham youth soon found himself indebted for boarding to the amount of about forty dollars and unable to liquidate. His new home was quite a pleasant one, and he seemed not at all disposed to give it up. Bit empty pockets admonished nim that something must be done to settle that bill before the old lady should take it into her head to "dun" him. Otherwise he must suffer the exposure of "empty pockets, the worst of crimes" with the disgrace which generally attaches to that condition. The young man, after weighing the matter caraculty, hit upon the idea of marrying the widow, and thus, by one bold stroke, wiping out the score which the old lady had "hung up" against him. Having determined upon his course of action, our youth at once proceeded to court the old girl. The courtship was short and decisive. From the beginning to the ending thereof only six hours had elapsed, and the result was an engagement to enter into the bonds of matrimory. Mutually agreeing upon a speedy consummation of the affair the gay couple visited the nearest 'Squire's office. This magistrate, after glancing at the pair, refused to perform the ceremony on the ground of conscientious scruples. They did not become discouraged, and return to the widow's domicil unmarried. Not a bit of 11, as the sequel will show. About a mile and a haif from the town is the office of Justice Hepkins, and thither the lovers wender their way on foot. It was after mindight when they reached the office of the magistrate, but the 'Squire' was called up, and after spending an hour or two

INTERNATIONAL COURTSSY.—A distinguished gentleman from Liberia addressed the Board of Trade last night, and in the course of his remarks he informed his audience that, on hearing the news of the passage of the fifteenth amendment in this country, the Liberian legislators had at once resolved to exputige an article in the constitution of their republic, which allowed the right of suffrage only to chizens of African descent. "And now," added the speaker, in a guard peroration, "in Liberia a white man is just as good as a negro!" This announcement will be, we presume, very gratifying; and we are pleased to note the frompt international courtesy and magnanimity of the great republic of Liberia.—Philadelphia Record. June 14.